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Business Notices.

FOR ALL TO SEE.

Unlike the flowers that bloom and fade
far off from us, the blossoms slowly grow,
and last with the deepest bloom.

Are teeth whose charms may well compare
With wildwood bows and power rare;
For teeth were made for all to see,
Their beauty and their symmetry.

Remember this and guard your teeth,
With SOZOGONTON a dentifrice,
With SOZOGONTON a dentifrice,
That gives to teeth a perfect gloss.

A MUTE EVIDENCE OF REFINEMENT

In a row of well polished teeth—People of vulgar instincts are very apt to neglect theirs. Cleanliness demands care, paid attention to the teeth, and experience has taught us that the best way of retarding their loss of beauty and value. It removes impurities upon and between them; imports to set off brilliant gems the hardness and roundness of the teeth; keeps the breath fragrant and leads to health. An additional charm.

A. BROTHER BITTERS SINCE 1828 acknowledge
they are the best and finest stomach Bitters
made which takes PUNCH with wine or seltzer.

A FEW ELEGANT SUITES TO RENT
by the season. Address Mr. Leland, 1281 N.Y.

HOTEL BRIDGE STRATE, 1281 N.Y.—The celebrated apéritif,
of exquisite flavor, is used all over the world.

LELAND HOTEL, CHICAGO.
The model hotel of the West, with recently opened rooms, the most magnificient rooms, with the best cooking and attendance in America. WARREN F. LEMLAND.

TRIBUNE TERMS TO MAIL SUBSCRIBERS.

1 year. 6 mon. 3 mon. 1 mo.
Daily, 7 days a week. \$10.00 \$5.00 \$2.50 \$1.00

Sunday. \$10.00 \$5.00 \$2.50 \$1.00

Weekly Tribune. \$2.00 — — — —

Mid-Weeks Tribune. \$2.00 — — — —

The Tribune, except on Daily and Sunday paper for mail subscribers in New York and on Daily, Semi-Weekly and Weekly will be sent by carriers, while the Post Office Express Order, Check or Registered Letter.

Note, if sent in an unregistered letter, with the owner's risk.

Main office of the Tribune, 154 Nassau-st., New York. Address all correspondence simply "The Tribune," New York.

BRANCH OFFICES OF THE TRIBUNE.

Advertisements for publication in the Tribune, and for insertion in the daily paper, will be received at the following branch offices in New York:

Branch Office, 128 Broadway, 10 a.m. to 2 p.m.

No. 950 Broadway, between 2nd and 3rd streets, 4 p.m. to 6 p.m.

No. 700 Broadway, near 37th street, 10 a.m. to 2 p.m.

No. 1,020 East 125th street, near 3rd, 10 a.m. to 2 p.m.

No. 250 West 125th street, between 5th and 6th streets, 8 a.m. to 8 p.m.

Union Square, No. 158 Broadway, corner 14th street, 10 a.m. to 2 p.m.

152 and 201 Broadway.

150 Broadway, near 20th street, open until 7:30 p.m.

879 Broadway, Brooklyn opposite City Hall.

New-York Daily Tribune.

FOUNDED BY HORACE GREELEY

SUNDAY, OCTOBER 5, 1890.

TWENTY-TWO PAGES.

THE NEWS THIS MORNING.

Foreign.—The report of the formation of a new Portuguese Cabinet was premature.—The Temporary trials were adjourned until tomorrow on account of the illness of a defendant.—Costantini, the Radical who killed the Swiss Counsellor Rossi, was arrested in London.—Canadian products are being hurried over the line in large quantities.

Domestic.—Senator Spofford defended the Wisconsin law in a speech at Milwaukee.—The first annual commencement of Clark University took place at Worcester.—The Massachu-setts and Norfolk clubs in Boston held the annual dinners, at which speeches were made by prominent Republicans.—The foreign iron and steel men were entertained at Philadelphia.—The returns increased the Republican majority in Idaho.—Governor Campbell expressed the intention of calling an extra session of the Ohio Legislature.

City and Suburban.—The Custom House was kept open until midnight to allow vessels of navigation to be received under the old tariff.—The quarrel between two members of the D. 5th Regiment, and their captain and colonel was taken into court.—The amateur record for throwing the 12 pound shot was broken by G. R. Grace, at the N. Y. A. C., names, with a throw of 53 feet 11 inches.—The Yale football team defeated the Crescent Athletic Club by a score of 18 to 6.—Winners at Morris Park, Eon, Ballou, Reporter, Equity, Tournament and Servitor.—Stocks after opening fell, sagged off, and in the last half-hour were sharply depressed.

The Weather.—Forecast for today: Clear or fair and cooler. Temperature yesterday: Highest, 73 degrees; lowest, 62; average, 66.34.

The festivities at Pastofock in connection with the centenary of the foundation of the great cotton-spinning industry in the United States were brought to a close yesterday by the dedication of the Collyer Monument. The celebration has been a success from beginning to end.

California, after celebrating her fortieth year of statehood by the miracle of keeping "the old homestead" in peaches, pears and grapes while the vineyards and orchards of the "effort East" went on strike, has just had a narrow escape from losing a large part of what remains to be gathered of her own great fruit crop. The vine-growers in the southern counties have indeed suffered severely from the early rains, but other fruit-cultivators turn out to have been comparatively unharmed, and the whole country may rejoice with California in her season of unexpected prosperity. The new gold bids fair to outweigh the old, and, happily, the lode never need "play out."

After three months of inactivity and stagnation the civil courts will recommence work to-morrow, and the corridors of the great white building at the back of the City Hall will swarm once more with a bustling crowd of lawyers, jurors, witnesses and litigants. But little real work will, however, be accomplished to-morrow, the majority of the cases going over till Tuesday, in order that the judges may have time to take note of the calendar of the respective courts over which they preside, and to deal with the selection of the juries. A new face on the bench will be that of General Roger Pryor, who has recently been appointed to succeed Chief-Judge Larimore, of the Court of Common Pleas.

The abolition of the Anti-Socialist laws in Germany during the last week furnishes additional ground for regarding the present year as the most important in the entire history of the Socialist movement. Never before has the latter displayed such activity, monopolized so much of public attention, and given such manifestations of its influence and power. Socialist congresses are the order of the day. There is to be one at Halle in Germany ten days hence, and likewise one at Calais at about the same time. Others have been held during the last eight months at Jolimont in Belgium, in

Ireland, in England and at Christiania in Norway. Moreover, the Socialists have actually secured a couple of seats in the upper house of the Danish Legislature, and have succeeded in forcing the German, the Spanish and several other of the European Governments to adopt legislation of a distinctively Socialist tendency for the amelioration of the condition of the masses. The year 1890, therefore, deserves to occupy a prominent place in the annals of Socialism.

A MAIN ARTERY OF TRAFFIC.

To those who are familiar with the early history of cable cars in Chicago, with the appalling record of accidents, the beginning of the work of preparation for the running of such cars in our chief business thoroughfare must excite a thrill of apprehension. People who make trips by the cable line in Harlem find it hard to convince themselves that cars of this sort can be used with safety in so crowded a street as Broadway. One-hundred-and-twenty-fifth-st. is uncommonly broad. There is comparatively little movement of heavy traffic in it, and such a thing as a blockade or a jam between its ample sidewalks is unknown. In the big open spaces of One-hundred-and-twenty-fifth-st., the cable cars have been run with few mishaps, and the pitiful sight of cripples maimed for life by the cable system has rarely been observed, although it was shockingly frequent a few years ago in Chicago. But the cable lines in such a road as Broadway, although narrower for its present uses, choked with trucks and wagons through the business hours of the day, will be an altogether different affair, and the introduction of this scheme of transportation cannot fail to be attended with serious perils.

The Broadway Company has complied with the provisions of the law, obtained the consent of the municipal authorities to make the change, has agreed to compensate the city treasury in some small measure at least, and under the protection of the law is now at work getting ready for this important change. As this change is now inevitable, is it not the conspicuous duty of the city authorities to be hastening themselves to relieve the congestion of Broadway during business hours?

Even in One-hundred-and-twenty-fifth-st., the swift approach of a cable car with its ringing bell, its rattle and its bang, is enough to startle a nervous horse. What confusion, terror and dire consequences such cars may cause when they come dashing down upon a tangle of trucks, business wagons and private carriages in a thickly-jammed part of Broadway, must stir the most sluggish imagination. The Broadway Company may make larger profits by the use of cables than it now makes, and there will be one advantage at least to the community. Broadway will be cleaner when the horses that now draw the cars are all removed. That Broadway, however, will be far less safe for the crossing of pedestrians and the passage of vehicles is too evident to require discussion. There is nothing elastic, malleable or ductile about cable cars, as they have been used in Chicago and in Harlem. When a collision with an ordinary horse-car is threatened any alert and nimble driver can pull up his horses and turn them to one side with such swiftness as to avert the worst consequences of the shock. Even when horses run into and knock down a careless pedestrian, his chances of escape from fatal trampling by their hoofs and from being run over by the wheels are much greater than they can be if he is struck by an unyielding mass of metal like the front platform of a cable car. An ideal system of city government would never permit cable cars in crowded thoroughfares.

It is evident, then, that the city of New York ought now to be carrying out means for lessening the pressure in Broadway. The plan which THE TRIBUNE has advocated holds out extending Cen-trist, affords a practical, safe, objectionable, useful and efficient method of bringing about this necessary result. Cen-trist ought to be extended to Lafayette Place. Most of the property on this line could be acquired at a reasonable expense, and the outlay to the city would be vastly less than the expenditure for the so-called Eldest improvement. Dr. Plumb of Boston, a member of the Prudential Committee, shows that it is not a complete statement of the case. "A home missionary is committed for one year only a part of his salary is paid by the society, he is placed over a church, where is he going to find shelter for himself and his family? that is to say, for himself and himself?" He does not know how to get rid of the miseries which afflict him, when they come dashing down upon a tangle of trucks, business wagons and private carriages in a thickly-jammed part of Broadway, must stir the most sluggish imagination. The Broadway Company may make larger profits by the use of cables than it now makes, and there will be one advantage at least to the community. Broadway will be cleaner when the horses that now draw the cars are all removed. That Broadway, however, will be far less safe for the crossing of pedestrians and the passage of vehicles is too evident to require discussion. There is nothing elastic, malleable or ductile about cable cars, as they have been used in Chicago and in Harlem. When a collision with an ordinary horse-car is threatened any alert and nimble driver can pull up his horses and turn them to one side with such swiftness as to avert the worst consequences of the shock. Even when horses run into and knock down a careless pedestrian, his chances of escape from fatal trampling by their hoofs and from being run over by the wheels are much greater than they can be if he is struck by an unyielding mass of metal like the front platform of a cable car. An ideal system of city government would never permit cable cars in crowded thoroughfares.

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